Northwest Passage
Permitting Project

Researcher
Ernie Wittwer
University of Wisconsin

Presented by
David L. Huft
South Dakota Department of Transportation
Outline

- The NW Passage
- Project Goals
- Findings
- Options
- Recommendations
The Northwest Passage
Passage Objectives

- Integrate traveler information
- Coordinate of ITS Infrastructure
- Integrate ITS planning and programming
The Project

- Evaluate potential for a regional Oversize/Overweight permitting process for the I-90/I-94 corridor, Wisconsin to Washington

Tasks:
- Interview reps from three existing permitting compacts
- Outreach to NW Passage states & industry
- Formulate ideas for moving ahead
Regional Permitting Compacts

WASHTO (Western Regional Permit: WA, OR, ID, MT, AZ, NM, LA, UT, CO, OK, NV, TX)
Approximately 10,000 permits issued under the compact annually.
WASHTO permitting compact has been the most successful agreement to date.

SASHTO (Multi-State Permit Agreement: AL, AR, FL, GA, KY, LA, MS, NC, PR, SC, TN, TX, VA, WV)
Rarely used among Southeastern states.
Regional permits represent only a small fraction of each state’s overall permit issuances.

New England Transportation Consortium (NETC: CT, MA, ME, NH, RI, VT)
Currently infrequently used by Northeastern States.
Never more than 10-20 regional permits daily.

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Compact States Report

- Less than 10% of permits through compact
- Improved customer service
- Reduction in permit workload
- Better communications
- Loss of control
- Greater complexity
Being a Member is Positive

- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Number

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Member Comments

- Not enough states are issuing; many are in the program as pass-through only
- No real drawbacks or costs
- All are drawbacks, but they are minimal
- Have to have an agent to distribute funds
- No way to verify the permit since the issuing state does not fax copies to each state
- Currently the costs are low, but as the use of the WASHTO compact grows, some further drawbacks or costs may arise
Member Advice

- Be careful not to design a permit system that looks like the way each state already does business. Be careful not to work from a lowest point of uniformity.
- It is a benefit to the trucking industry, if you can overcome the technology issues and banking issues.
- REDUCES ADMIN BURDEN ON STATE PERMITTING AGENCY AND ON CARRIERS.
- The logistics are very lengthy.
- Maintaining all states to current status is imperative.
- The states should do a better job of marketing the compact to get more use of it.
- Each state should have its own credit card system to collect fees.
- Work for more uniform standards across states, define the envelope vehicle for the region, and communicate effectively.
The Western Regional Permit Agreement has proved to be a very successful program. We enjoy our relationship with this group and believe that this is one way to demonstrate and continue to work toward uniformity.

**THIS PROGRAM IS ESSENTIALLY IN PLACE. LOOK INTO WASHTO’S WESTERN REGIONAL PERMIT SYSTEM RATHER THAN REINVENTING THE WHEEL.**

It hasn’t hurt or helped much. There could be benefits for the carriers. You need a decent sized envelope vehicle.

Synergy can be very good, but some states aren’t good participants.

Factors holding the compact back are inadequate cooperation, weak governance, and inconsistent regulations across states.
A Permitting System

- Interface
- Enforcement
- Permitting System
- Accounting
- Routing
- Administrative
Options

- Expand WASHTO: The model is in place
- Common System: Requires common permitting platform
- Virtual permitting: Open portal has not been built
Concerns: WASHTO

- Envelope size
- Workload
  - Change
  - Last mile
  - Route Condition
  - Passive participants
  - Fees
- Technology
- Information
- Enforcement

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Maximum</th>
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<tbody>
<tr>
<td>Width</td>
<td>14 feet</td>
</tr>
<tr>
<td>Height</td>
<td>14 feet</td>
</tr>
<tr>
<td>Weight</td>
<td>160,000 pounds gross</td>
</tr>
<tr>
<td>Length</td>
<td>110 feet</td>
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</tbody>
</table>
Concerns: Common System

- Expensive
- Vendor Dependent
- Competition
## Fees Now Charged for Common System

<table>
<thead>
<tr>
<th>State</th>
<th>Less than Super load (14' H, 14' W, 110,000 pounds)</th>
<th>Super load</th>
</tr>
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<tbody>
<tr>
<td>Nebraska</td>
<td>$10</td>
<td>$16</td>
</tr>
<tr>
<td>South Dakota</td>
<td>$10 plus $.002 per ton-mile</td>
<td>$16 plus $.002 per ton-mile</td>
</tr>
</tbody>
</table>
Concerns: Virtual System

- System doesn’t exist
- Workload
- Routing
Concerns Of States

- Industry interest (or lack of interest)
- Workload
  - Transition
  - Routing
  - Passive participants
  - Fee remittance
- Differences
  - Port-of-entry states
  - Fee structures
  - Enforcement policies
  - Axles, tire width
Concerns Of States

- Range of permits
  - Going beyond the least common denominator
  - Industry desires

- Technological back step
  - Timeliness of permits
  - Degree of analysis
  - Routing
  - Electronic information

- Cost

- Change
Trucker Comments

- Anything to streamline the process
- Speed and reliability in getting permits
- Consistency
- Routing between states
- Information required
- Look and feel of permit systems
- Lighting
- Flags
- Escorts
- Holidays
- Curfews
- Signing
Conclusions

- Truckers feel strongly that some improvements could be made that would benefit the industry.
- A disconnect between those who issue permits and those who apply for them and use them may exist.
- Permitting has multiple objectives.
- State people have no regular method of staying informed of broader freight-related issues in their agency or state.
- No forum exists for people along the corridor to share ideas and experiences.
- The only approach that is viable in the short-to-medium timeframe is the expansion of WASHTO.
- States recommended an incremental approach to the topic.
Permitting Objectives

- Infrastructure
- Safety
- Efficiency
## Permitting Volume

<table>
<thead>
<tr>
<th>State</th>
<th>All Permits</th>
<th>Interstate Permits</th>
<th>On I-90/94</th>
<th>Superloads on I-90/I-94</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Dakota</td>
<td>38,000</td>
<td>Unknown</td>
<td>22,000 (1)</td>
<td>Unknown (2)</td>
</tr>
<tr>
<td>N. Dakota</td>
<td>42,772</td>
<td>Unknown</td>
<td>Unknown</td>
<td>4,418 (1)</td>
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<tr>
<td>Wyoming</td>
<td>101,821</td>
<td>61,923</td>
<td>3,779</td>
<td>189</td>
</tr>
<tr>
<td>Idaho</td>
<td>19,295</td>
<td>17,365</td>
<td>2,612</td>
<td>120</td>
</tr>
<tr>
<td>Washington</td>
<td>71,613</td>
<td>14,538</td>
<td>4,802</td>
<td>135</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>37,782</td>
<td>32,330</td>
<td>25,822 (1)</td>
<td>153</td>
</tr>
<tr>
<td>Montana</td>
<td>56,294</td>
<td>Unknown</td>
<td>Unknown</td>
<td>1,147 (1)</td>
</tr>
<tr>
<td>Minnesota</td>
<td>75,526</td>
<td>3,657</td>
<td>Unknown</td>
<td>630 (1)</td>
</tr>
</tbody>
</table>

1-Intra & interstate
2-Superloads are not defined
Recommendations

Communication

- State permitting staffs need an opportunity to exchange ideas and experiences with each other.
- Permitting personnel have conflicting roles
- Those freight and operations policy people within the states also require some avenue for communications across state borders
- Both groups would benefit from better-defined, routine, communication links with the motor carrier industry.

Ernie Wittwer  
University of WI-Madison  
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Communication

Two-Pronged Approach

**Try to Expand WASHTO**
- Reduce concerns
- Find leadership
- Basis for communication
- Foundation for improvement

**Work on Harmonization**
- Define key issues with industry
- Try to find common solutions
- Repeat
Facilitating Communications

- Use the NW Passage umbrella
- Define subcommittees of the three groups
  - State permitting staff
  - State freight policy or operations staff
  - Industry
- Establish regular electronic conferences
- Define agendas
- Identify staff support
- Progress
Issues Moving Forward

- Leadership/champions
- States/industry
- Commitment to change
Ernie Wittwer
University of WI-Madison
608-890-2310
wittwer@engr.wisc.edu
Mississippivalleyfreight.org